

MINUTES

Springfield Planning Commission
Work Session
Springfield City Hall--Jesse Main Room
225 Fifth Street, Springfield

November 23, 2004
6:30 p.m.

PRESENT: Steve Moe, Chair; Bill Carpenter, Vice Chair; Frank Cross, Gayle Decker, Lee Beyer, David Cole, Greg Shaver, members; Jim Donovan, Colin Stephens, Bill Grile, Gary McKenney, Dan Brown, John Tamulonis, City of Springfield staff; Joe Leahy, City Attorney.

Commissioner Moe called the meeting to order.

1. Expedited Vacation of Sports Way South of Maple Island Slough Road and Declaring an Emergency, JO# LRP2004-00030 -

Planner Jim Donovan stated that the purpose was to entertain the vacation of a section of Sports Way from approximately the intersection of Maple Island Drive south 435 feet. He illustrated on an aerial photograph how the section bisected the parcel formerly known as the Sports Complex. He said the proposal was for complete vacation of the street and the abutting utility easements on both sides. He listed the applicable approval criteria:

- a. The vacation is in conformance with the Metro Plan, including any adopted street plans and/or conceptual plans;
- b. There are no negative effects on access, traffic circulation, and emergency service protection; or any other public benefit derived from the easement, right-of-way or plat.

Mr. Donovan said the applicable plans under the first criterion, in addition to the Metro Plan, were Trans Plan, the Conceptual Local Street Map (CLSP), and the McKenzie Gateway SLI Conceptual Development Plan (SLICDP); the second criterion addressed any impacts to existing property owners and public. He reviewed the background of the property, noting that subsequently the sports complex was relocated and the subject property rezoned and sold. He said the applicants were the contract purchasers of the property.

Mr. Donovan indicated that staff had reviewed the submittals by Balzhiser and Hubbard Engineers, Satre Associates, and the Group Mackenzie traffic engineers and largely agreed with the findings submitted by the applicants and were recommending approval with the adoption of the easement mechanisms in the Ordinance. He noted that the SLICDP showed future street connections and in 1989 it was not envisioned that the property to the north would be included in the City limits and urban growth boundary (UGB); it envisioned International Loop extending from International Way and looping at the southerly boundary of the subject site to provide access for further development. He pointed out the City's intent in the SLICDP to, over time, connect the leg of Maple Island Drive all the way to a north/south connection, which was now envisioned as multiple north/south connection. He said the applicant's submittal did not inhibit any other north/south connection because of the vacation of Sports Way and a dedication along the south

easterly boundary of 75 feet of right-of-way was offered for future connection, consistent with the SLICDP. He pointed out the fully improved stub street along the north property line from Sports Way to the east property line that was not used often in the absence of a sports complex, but provided a street connection to the City-owned property to the north that was not intended for development. He said the City-owned property was inside the flood plain and the UGB and City limits were to the north. He said that while extending City facilities beyond the City's political boundaries and the rights of existing property owners had to be considered, he did not think the City could plan and extend public facilities outside of its political boundaries.

Commissioner Shaver referred to Exhibit 2 in the agenda packet and observed that Maple Island Drive existed as a fully improved road to the western boundary and it would be possible to extend to the north from the end of that road to provide access to the northern property in the future. Mr. Donovan agreed with Commissioner Shaver's observation.

Referring to the second criterion, Mr. Donovan said that a public utility easement was proposed for the west side and all utilities would be moved to that location. He said that utilities had provided positive, affirmative, or no comments relating to the easement work to date. He said that draft easement descriptions were subject to review and minor revision prior to the City Council's adoption of the Ordinance and the Ordinance was structured so that the final design of easements could be modified based on site plan review and final design of utilities. He illustrated the proposed dedication of right-of-way along the southeast boundary and the proposed public access easement on Exhibit 2. He said the construction easement would be put in place immediately upon filing of the vacation and would cover the existing roadway and existing utilities. It would remain in place until such time as the easement access way (hardscape) was constructed along the alignment to the east and connected to Maple Island Drive. He said that was acceptable to the three property owners and three access easement holders. He listed the property owners as the City of Springfield, the Eugene Water & Electric Board (EWEB), and the Knox Family Trust, none of which had frontage on the vacated portion of the right-of-way. He said the utility providers were Rainbow Water District, Pacific Corp., and EWEB. He distributed a letter of concern received from Jim Spickerman, representing the Knox family, relating to the extent to which the easement served the Knox property.

Commissioner Shaver asked if the road had existed prior to the Knox Family Trust owning that property. City Attorney Joe Leahy said that issue was being explored. Mr. Donovan said the road right-of-way and improvements ended at the intersection of Maple Island Drive. Mr. Leahy said that the issue was complicated and the City was attempting to resolve the matter in a non-confrontational manner.

Commissioner Beyer asked if the same access would potentially be available in the future with the eventual connection of Maple Island Drive to International Way. Mr. Donovan said that there would be an interim public easement to serve those three properties and a sunset clause in the Ordinance specified that once connection to International Way was achieved directly or indirectly via the public street network the interim access would be eliminated. He said the interim access was offered commensurate with the use and zoning of the property. He emphasized that no access to other properties to the north would be inhibited.

Responding to a question from Commissioner Cross, Community Development Manager John Tamulonis illustrated on an aerial photograph the easements, potential connections to the north, and potential annexations related to future development.

Commissioner Carpenter asked if the City had requested any in-kind dedication for the 435-foot vacation

and smaller length of 70-foot right-of-way. Mr. Donovan said there was currently a 60-foot right-of-way with public utility easements and the proposal was to dedicate a 70-foot width for 525 feet, plus the interim easement that would revert to the applicant once the connection was made. He said that mathematically and functionally the proposal offered an equivalent dedication.

Commissioner Carpenter asked if there was an estimate of the cost per foot of construction for Sports Way. Mr. Donovan said the construction cost in 1996 was approximately \$175,000 for the 435-foot section.

Commissioner Shaver asked if any written comments had been received from utility providers. Mr. Donovan said that two affirmative responses had been received and the third provider had not commented; providers had expressed confidence during ongoing discussions that the City's easement negotiations proceeding appropriately and did not feel a need to actively participate.

2. ADJOURN

Commissioner Moe adjourned the meeting at 6:55 p.m.

(Recorded by Lynn Taylor)

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